


SAFE ROUTES TO SCHOOL DESIGN WORKSHOP

SAFE ROUTES TO SCHOOL

What is a Safe Routes to School?

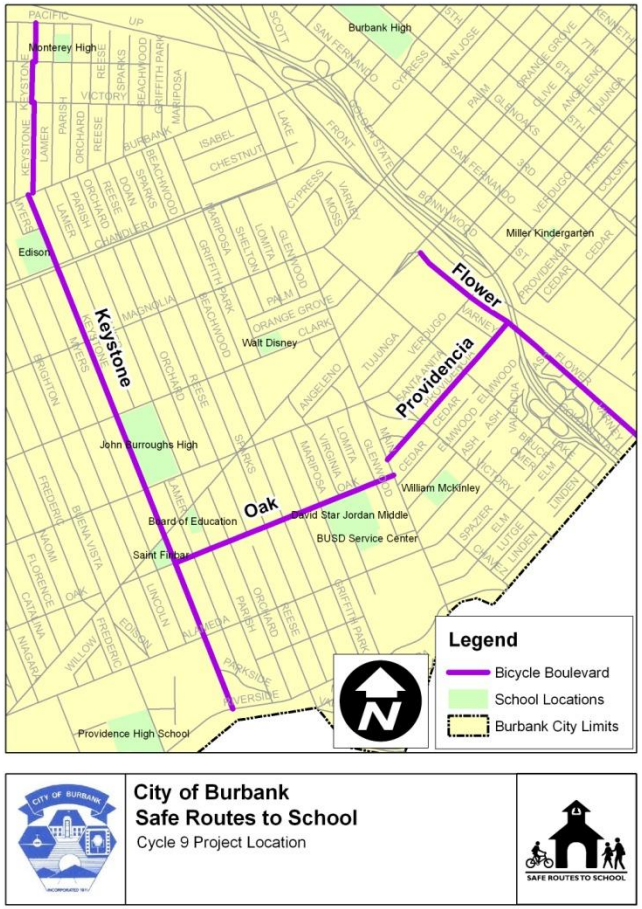
- Safe Routes to School is an international movement that has taken hold in communities throughout the United States.
- The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so.
- Those barriers include:
  - lack of infrastructure,
  - unsafe infrastructure,
  - lack of programs that promote walking and bicycling through education
  - lack of encouragement programs aimed at children,
  - parents, and
  - the community.

Why Safe Routes to School?

- Thirty years ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school.
- Today, that number has dropped to less than 15%.
- Well over half of our children are driven to/from school by family or friends in motor vehicles.
- Thirty years ago, 5% of children between the ages of 6 and 11 were considered to be overweight or obese.
- Today, that number has climbed to 20%.
- These statistics point to a rise in:
  - preventable childhood diseases,
  - worsening air quality and congestion around schools, and
  - missed opportunities for children to grow into self reliant, independent adults.

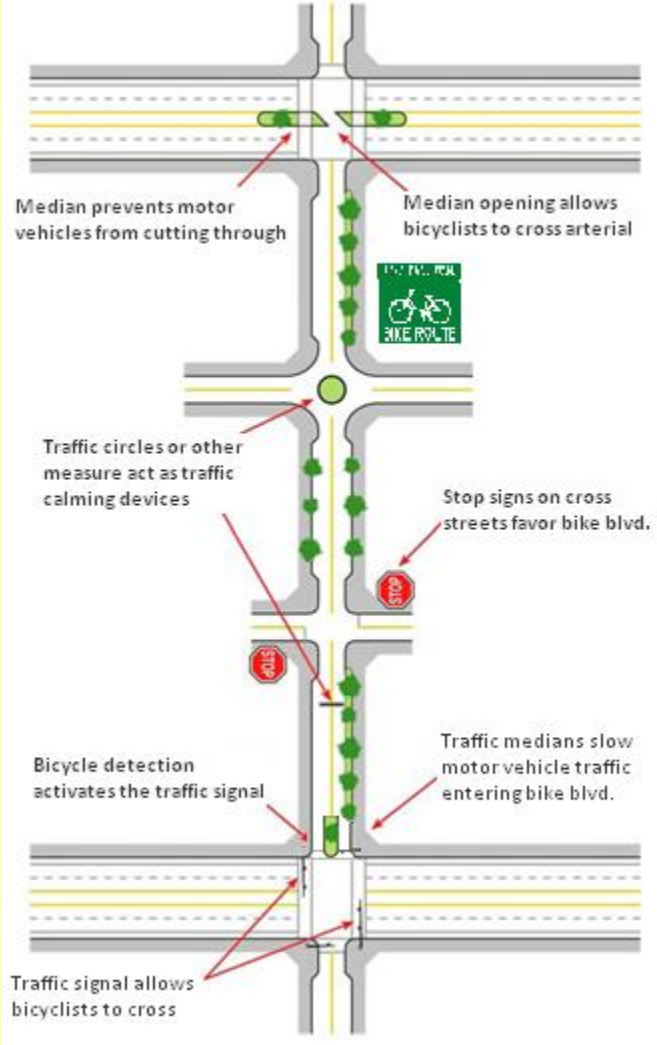
Our Project

- Enhance Keystone, Oak, Providencia, and Flower as a network of Bicycle Boulevards
- Increase safety and connectivity for bicycling and walking students while maintaining the residential character of the neighborhoods
- Promote healthy lifestyle choices for community youth
- Establish a helmet and lights voucher program for school-age children



What is a Bicycle Boulevard?

- LOW-TRAFFIC NEIGHBORHOOD STREETS that have been optimized for bicycling. They provide direct, attractive routes for bikes.
- QUIETER, PRETTIER, AND HEALTHIER than busy, car-filled streets
- WELCOMING to kids, families and novice cyclists, and attractive for all kinds of cyclists
- EXTREMELY SAFE (many have zero crashes over the last decade)
- HEALTHY with noticeably cleaner air than busy streets
- This is accomplished through traffic calming measures and enhanced roadway signage. Which are commonly referred to as the Bicycle Boulevard Toolbox



Bicycle Boulevard Toolbox

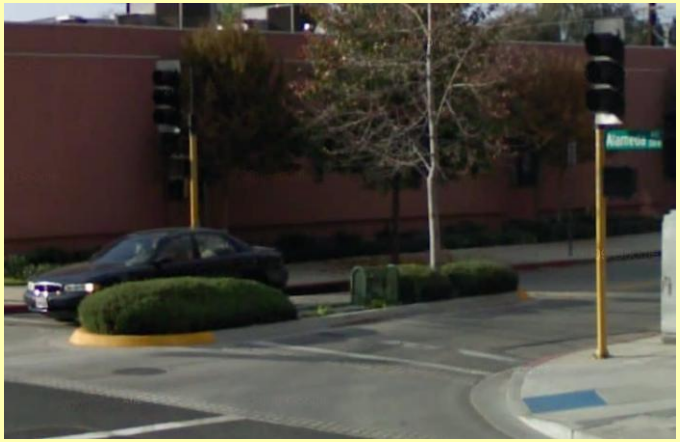
BOULEVARD SIGNAGE AND MARKINGS –Smaller markings on the ground tell cyclists where to go while larger markings indicate to drivers that they are on a bike boulevard and should slow down. Signs tell cyclists where they are headed and how much further they have to go to reach their destination. The tools in this section offer a few examples of ways to show folks how to get from here to there.

- SHARROWS – "Share the Road" arrow. Indicates that cyclist can use the whole lane. Marking designed so if you ride down the center of the arrows, you will be outside the "dooring" zone
- WAY FINDING SIGNAGE – Indicates distance to certain districts, gives direction and travel time
- SHARE THE ROAD SIGNAGE – Indicates to motor vehicle drivers that cyclists may be present

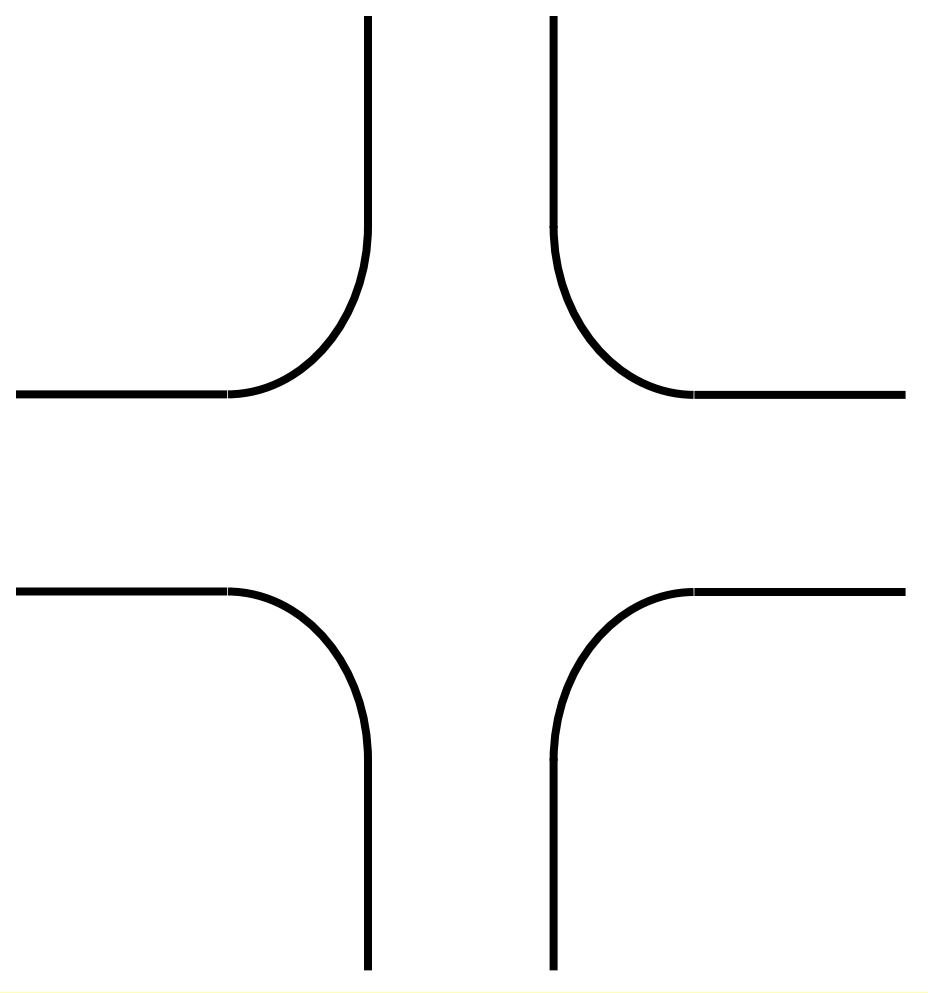
Bicycle Boulevard Toolbox

AUTO SPEED REDUCTION – Research shows that by limiting auto speeds to 25mph or less, the risk of collision, injury or death is greatly reduced. The ideal car speed on bicycle boulevards is 15-20mph. The tools in this section slow cars down on neighborhood streets making them safer for everyone. Examples include:

- STOP SIGNS – Stops car traffic, oriented to favor cyclist traveling on bicycle boulevard
- NEIGHBORHOOD TRAFFIC CIRCLES – Reduces auto speed, only within 100 feet of circle
- TRAFFIC ISLANDS – Reduces auto speeds as vehicles turn from major arterials to bicycle boulevard



Neighborhood Traffic Circles



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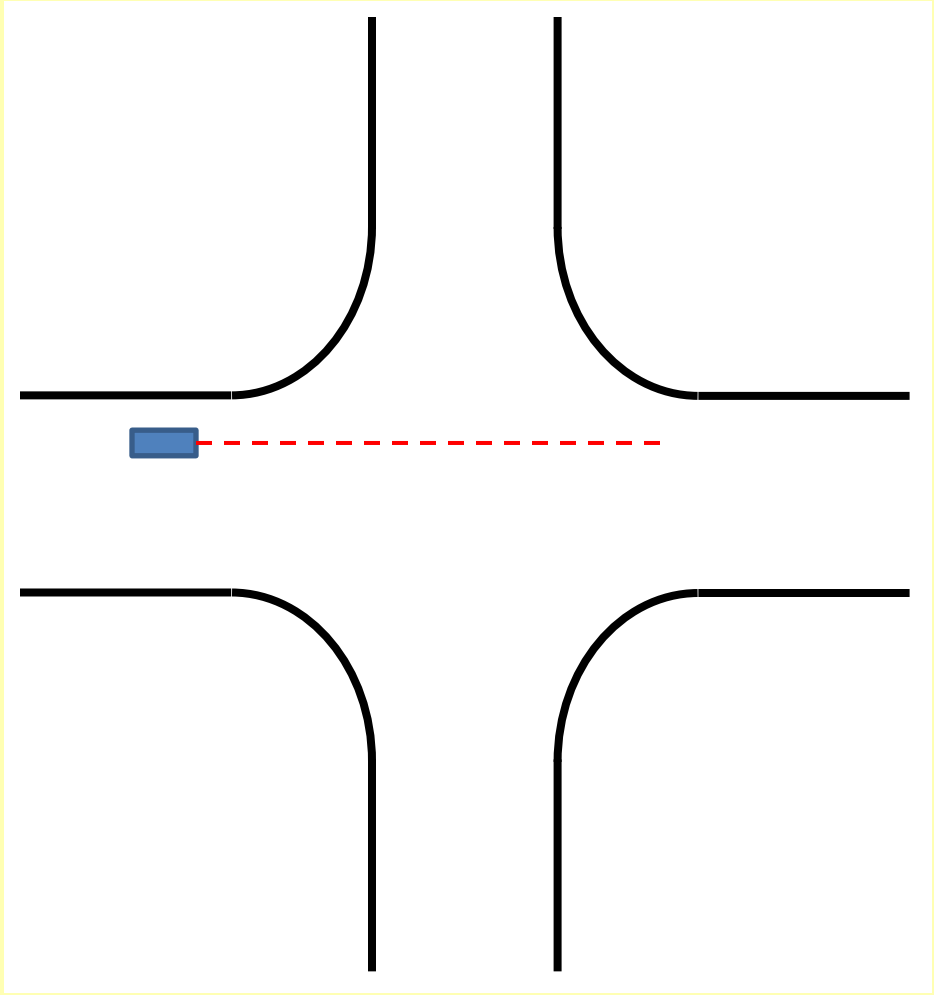

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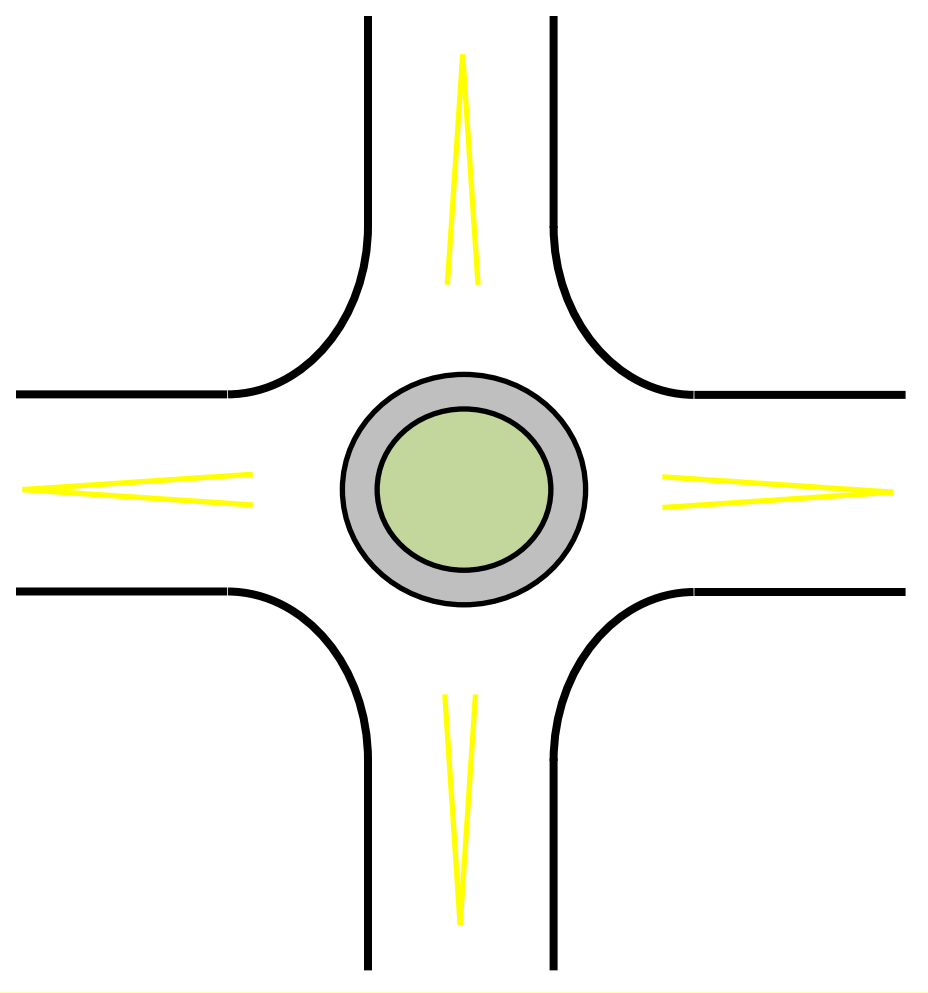

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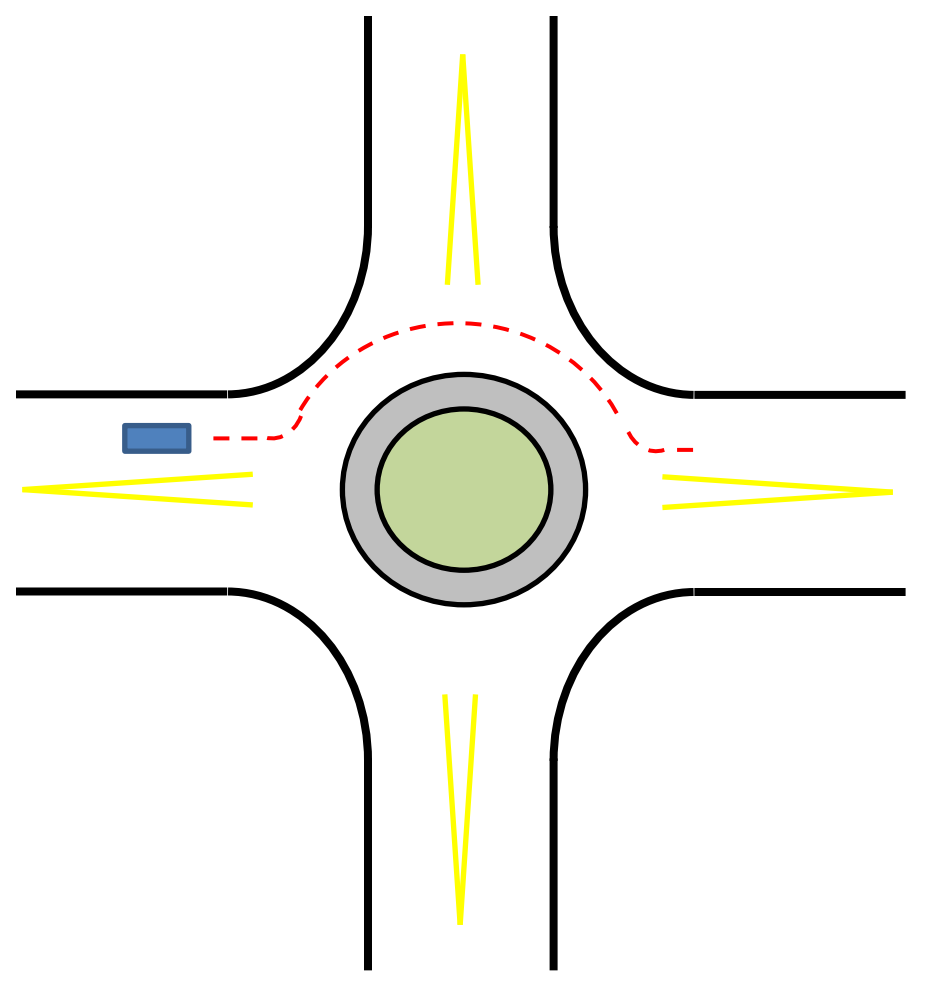

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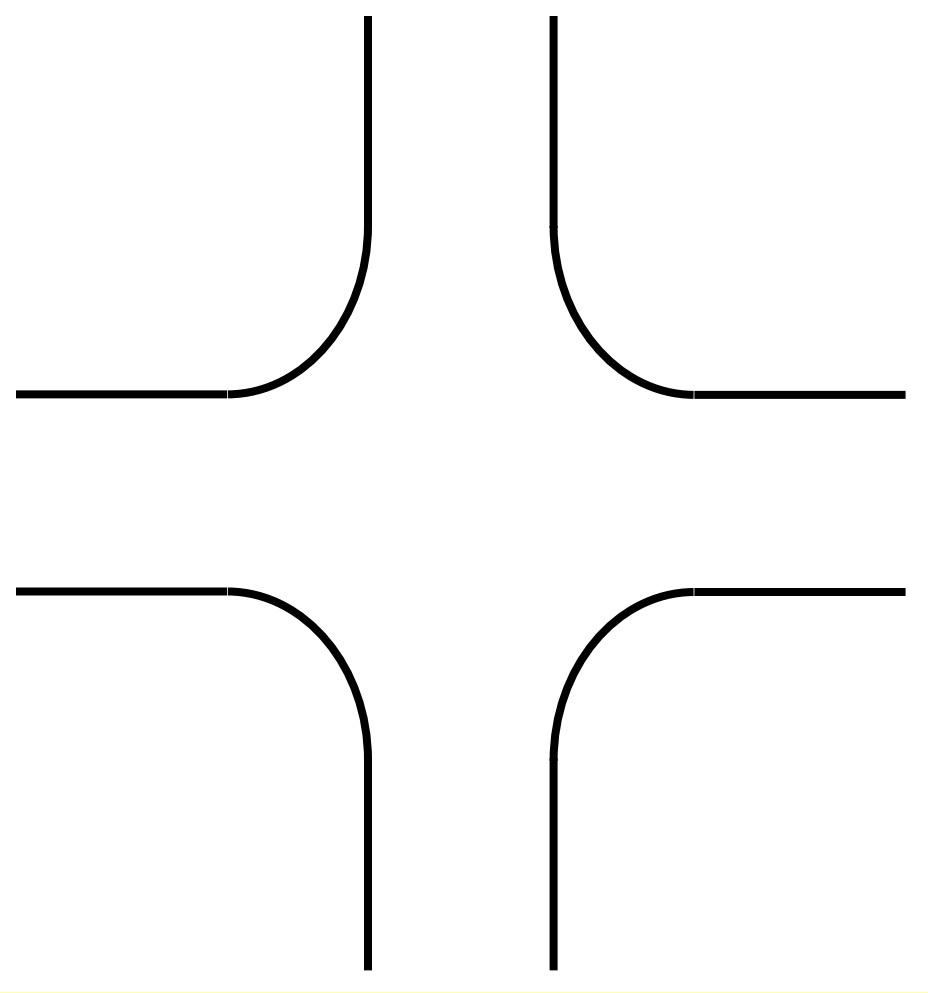

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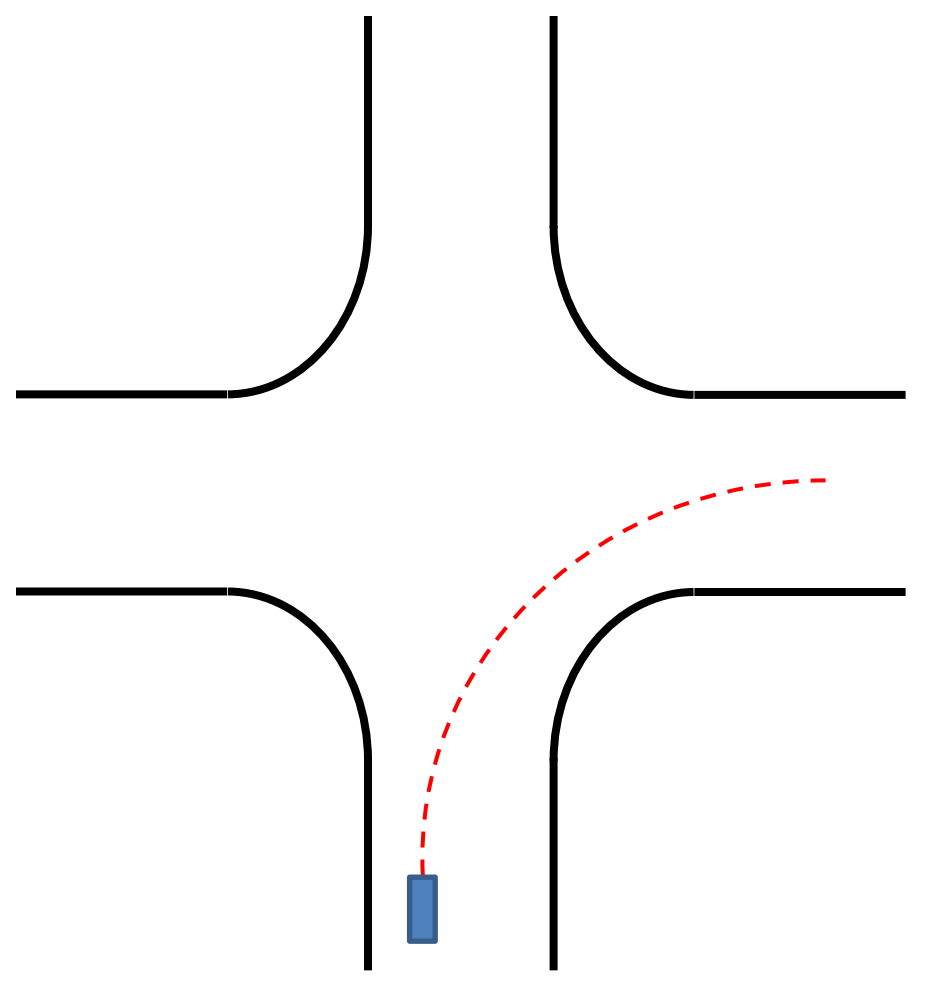

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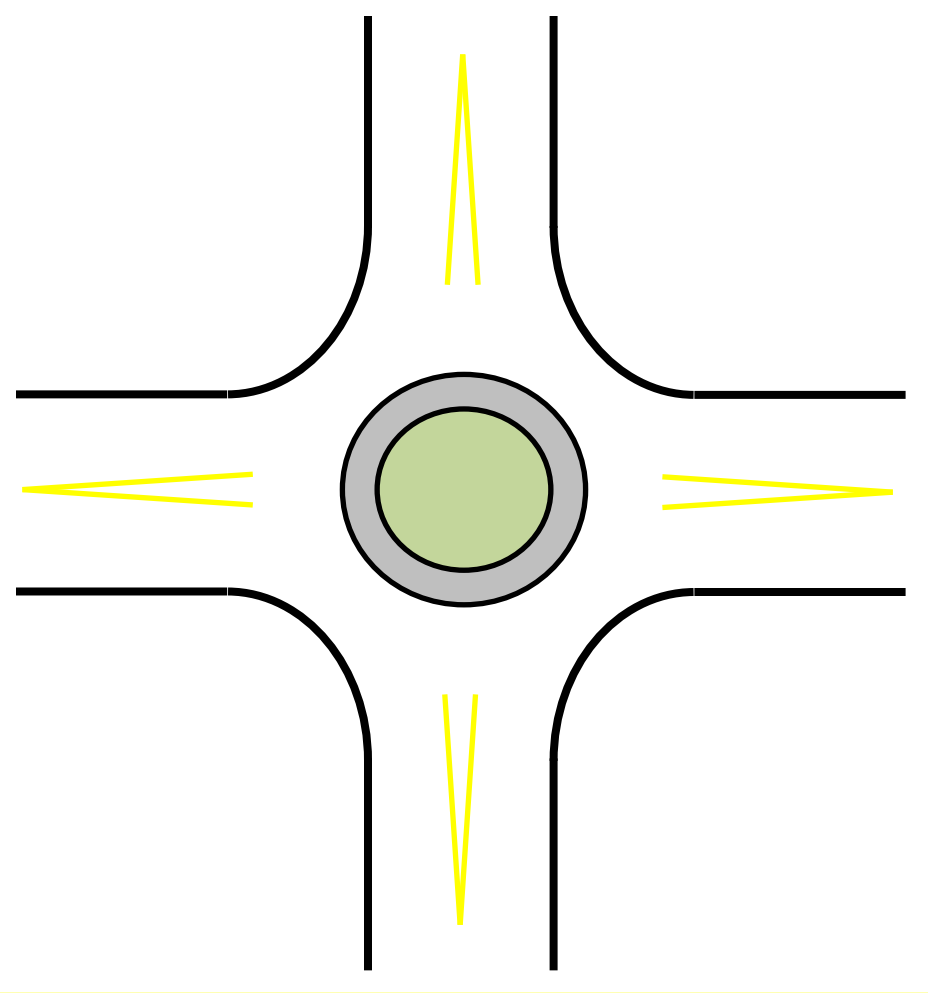

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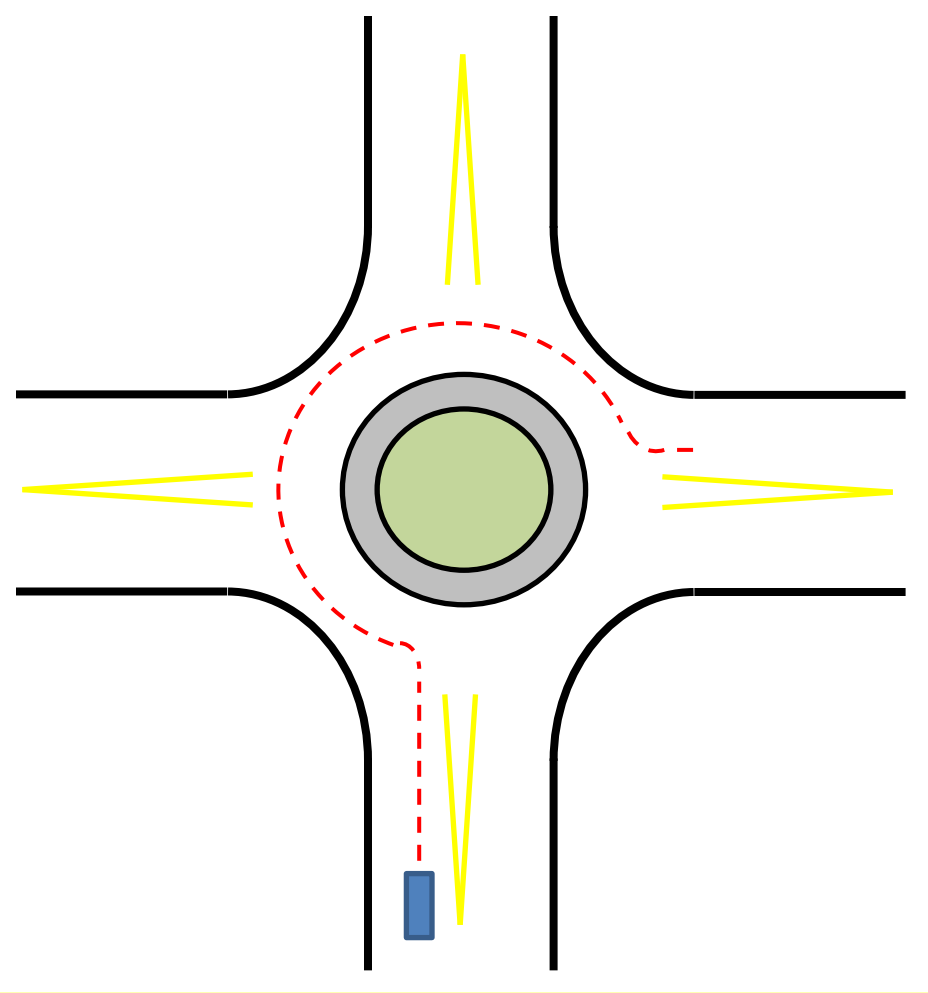
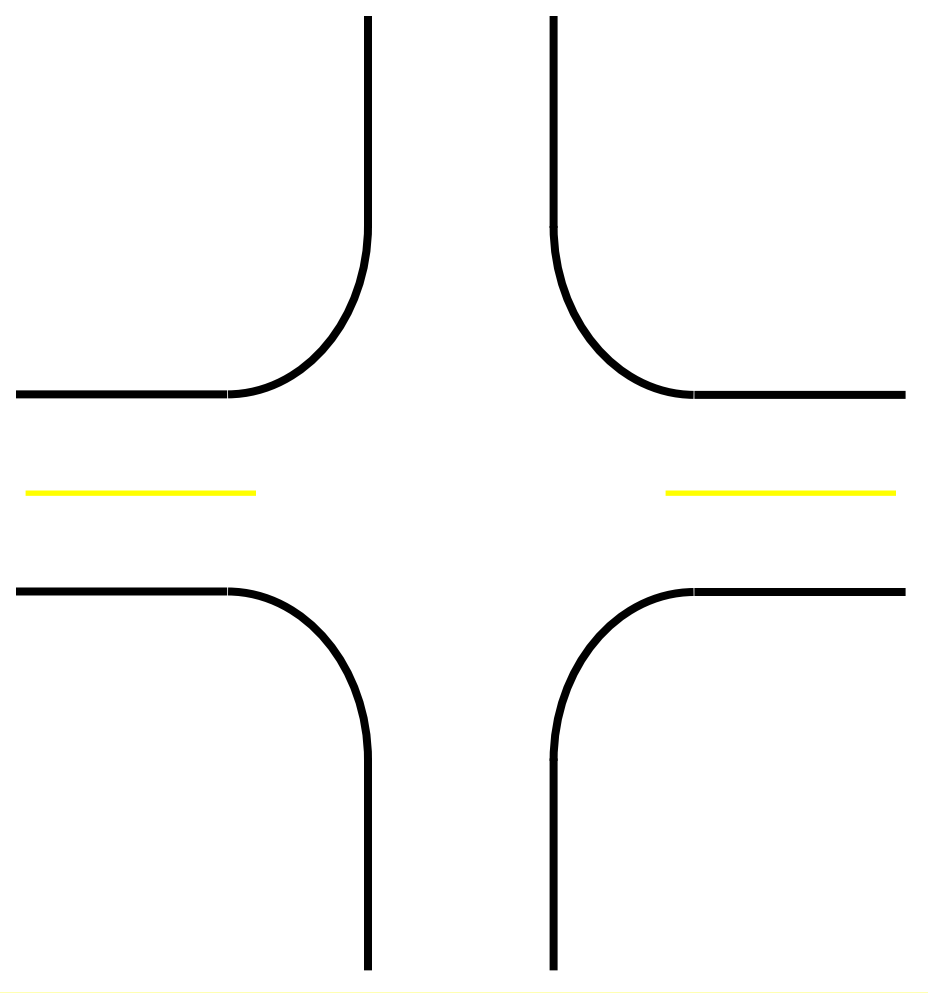


Traffic Islands



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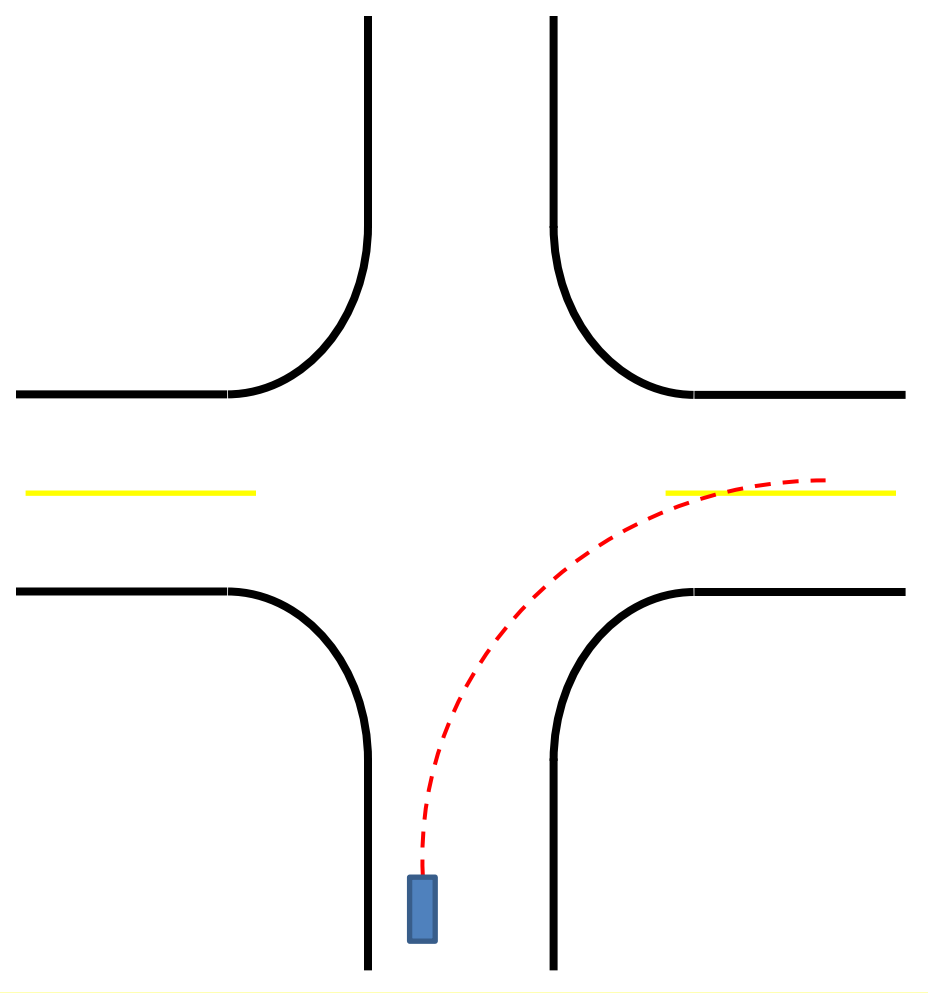

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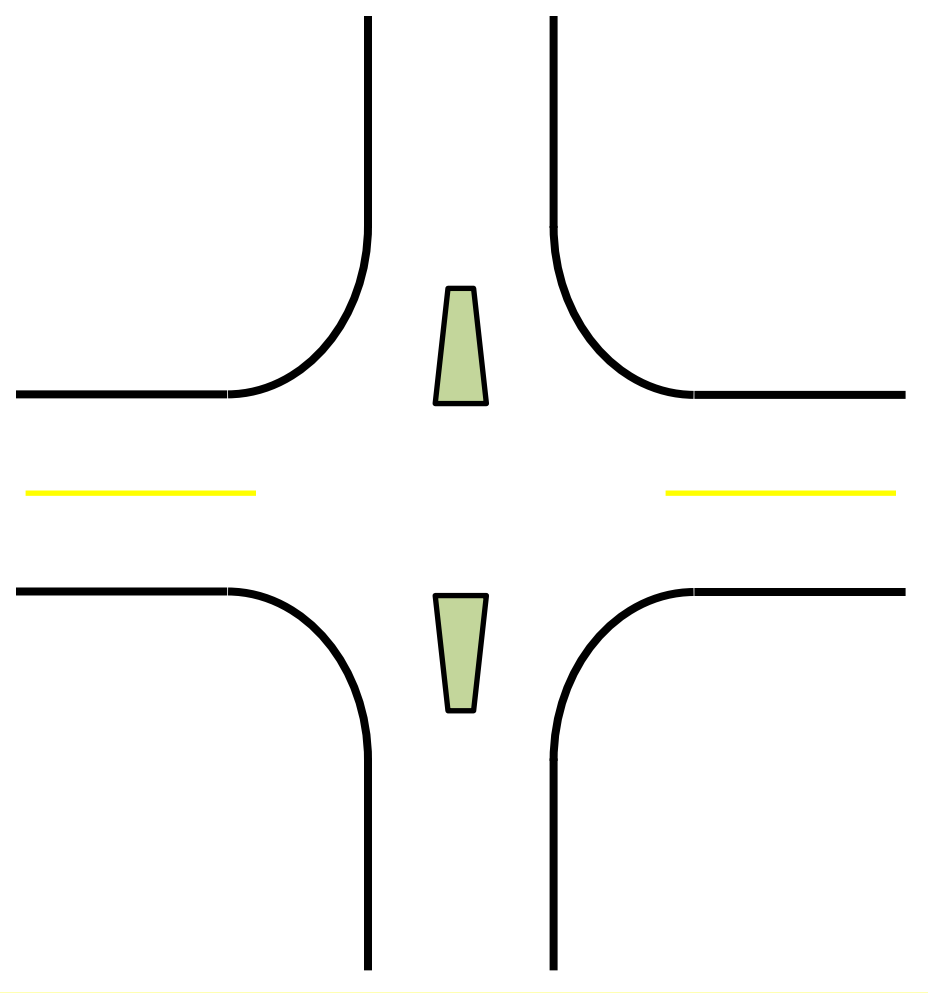

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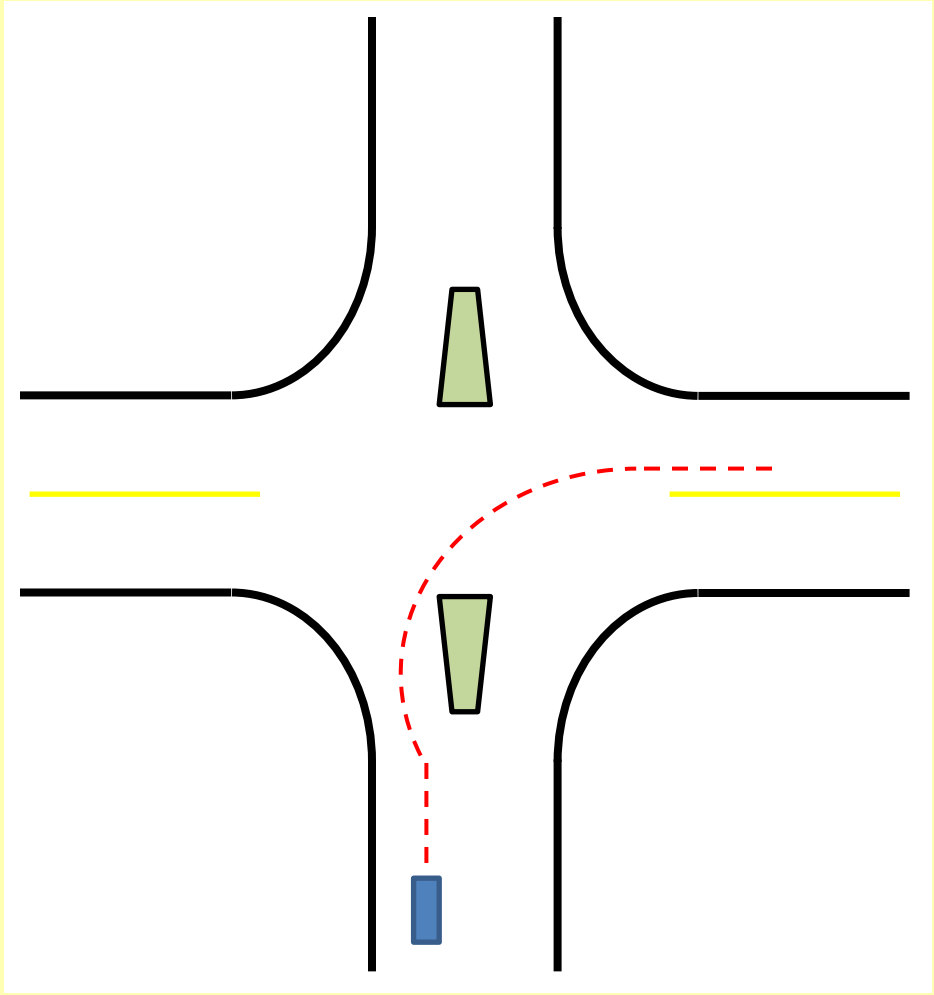
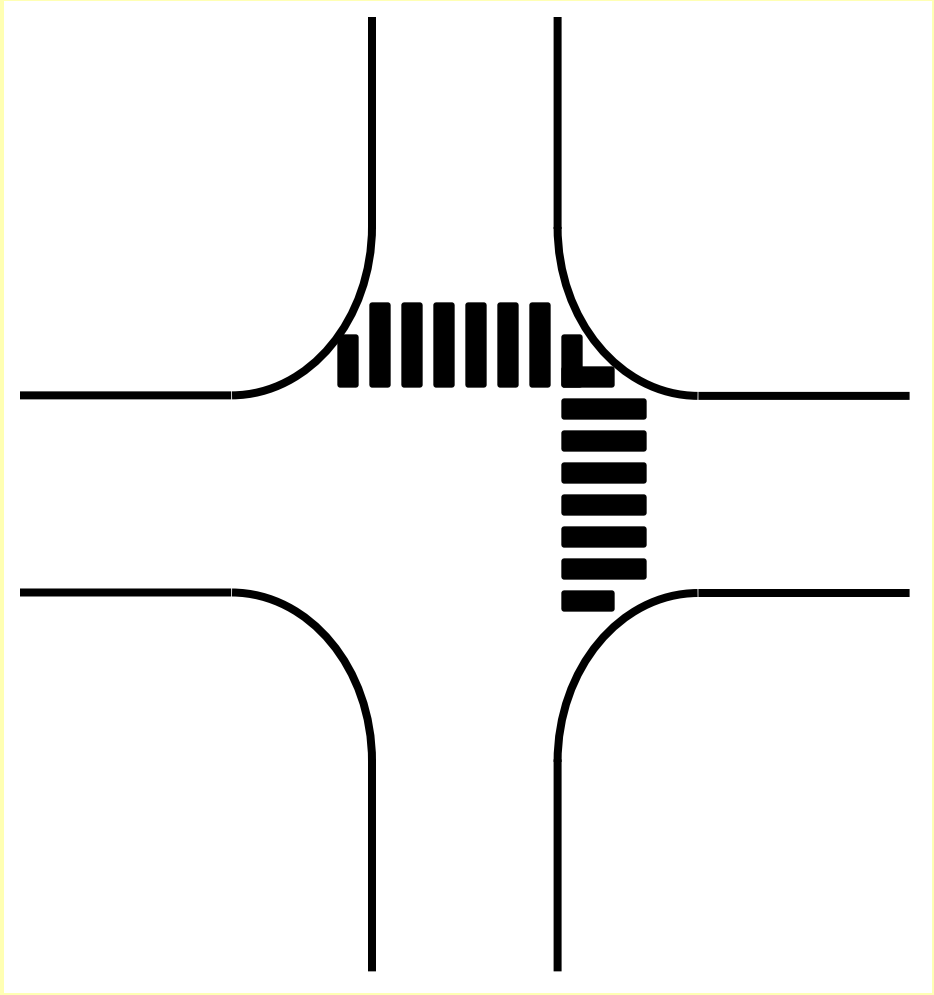


Bicycle Boulevard Toolbox

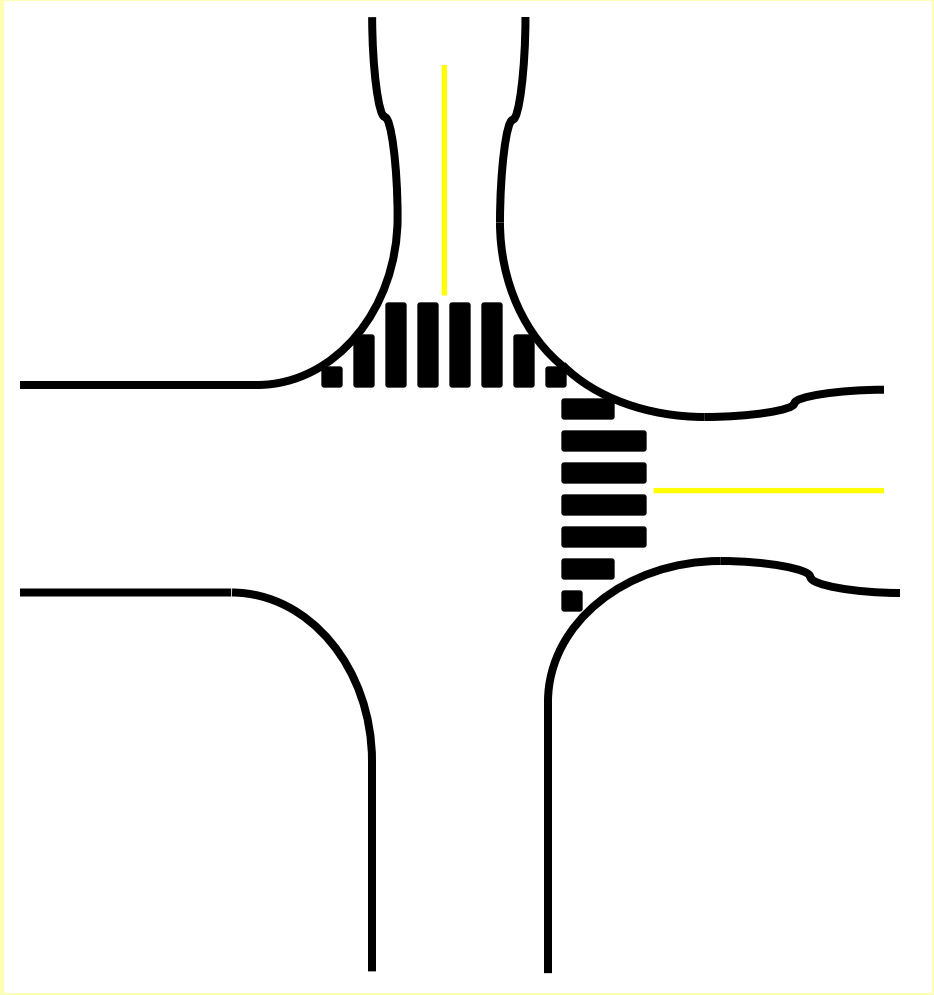
CROSSING BUSY STREETS –Large arterial streets, freeways and rail tracks all create significant barriers for bicyclists, pedestrians and neighborhoods. It's imperative that cyclists are able to cross major intersections safely.

- HIGH VISIBILITY "ZEBRA" CROSSWALKS – Increases visibility at crossings
- CURB EXTENSIONS – Increases bicycle/pedestrian visibility, shorten crossing distance
- MEDIANS – Limits auto access, provides mid-point crossing refuge for bicycles/pedestrians
- BICYCLE DETECTION – Cyclist can trigger traffic lights by placing tires over bike symbol. Signal will be actuated by camera or loop detectors.
- BIKE BOXES – Brings cyclists to front of the line at traffic lights, priority crossing/turning, reduces right-hook conflict, fill in box with color paint to increase visibility

High Visibility “Zebra” Crosswalks



Zebra Crosswalks with Curb Extensions



Bicycle Boulevard Toolbox

AUTO TRAFFIC REDUCTION –When auto speed reduction is combined with auto traffic reduction or "diversion", safety on bicycle boulevards is maximized. Cars are still allowed on bicycle boulevards, but diversion treatments encourage them to drive on arterial streets instead of neighborhood streets when they need to get somewhere quickly. The tools in this section limit auto access to bicycle boulevards at critical points, while allowing bicycle traffic to get through. Examples include:

- SEMI-DIVERSION – Limits auto access while allowing bicycle access
- FULL-DIVERSION – Restricts auto access while allowing bicycle access

THANK YOU!

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